

Hi, this is Russ Chew with this week's update for November 4th.

This last week I had the pleasure of taking part in the 50th Annual ATCA Conference and Exposition. Now, the Air Traffic Control Association, ATCA, has been dedicated to the progress and science of air traffic control since 1956 and their annual conference is the largest in the world for our industry. You may have heard over and over again that I stressed one thing: operational predictability.

What I am hearing from customers is that the ATO delivers when conditions are good, but during bad weather, the aviation system can quickly become unpredictable. Of course our aim is to provide predictable, safe service to our customers under all conditions. While that's quite challenging, with things like collaborative decision-making, airspace traffic flow management, severe weather avoidance programs, and new technologies such as Corridor Integrated Weather System (CIWS), we are headed in the right direction but we've got to keep the innovations coming.

Mother Nature keeps us constantly on our toes. We have to figure out how to consistently predict weather constraints and how to safely fly more aircraft through areas of convective weather, rather than just going around these areas. By partnering with our customers, we are gaining new perspectives, and evaluating new and better approaches. If you have any new ideas - please let us hear about it. Contact your supervisor or

director, so we can continue to create new concepts for our future growth and foster new innovation.

This week we also announced that 14 airports, including some of the busiest, will soon receive Airport Surface Detection Equipment, Model X, or ASDE-X. Additional airport sites are being evaluated and will be announced soon. Now, ASDE-X helps controllers spot potential collisions by integrating surveillance data from various sources, including radar and airplane transponders, to create a continuously updated map of all airport surface operations. The first deployment will begin in January 2006 at Seattle, and nationwide installation will take place over the next four years.

Looking forward, the new Flight Plan 2006-2010 is now available on the employee website, and the FAA's main website at www.faa.gov. Please tune in next Tuesday, November 15th, at 1:00 p.m. EST when we'll broadcast the Administrator's Town Hall meeting to facilities by satellite and teleconferencing lines.

If you haven't already, please take a look at the most recent Flight Plan review. At the end of FY 2005, we had three red targets: general aviation fatal accidents, Alaska accidents, and Category A & B operational errors. We're glad that the en route A&B errors are down, but in the terminal, the numbers are up - this is something we have to watch closely. But I am happy to report that, with the successful implementation of Advanced Technologies and Oceanic Procedures, (ATOP), we did meet our target

on approving altitude change requests in the oceanic environment. So, keep up the good work.

Finally, it's always rewarding for me when I can recognize employees for their outstanding contributions. Greg Strier, acquisition program manager for ATO Technical Operations Navigation Service, was recognized by the International Society of Logistics. He was honored with the 2005 Acquisition Logistics Award. Congratulations Greg – I appreciate your dedication to our service.

That's it for this week. Thanks for listening, and I will talk to you again next week.